

May 7, 2025

— BEYOND THE PART 150 —

PRESENTED BY

Scott Tatro, Environmental Science Associates
Kevin Thompson, Orlando International Airport
Zachary Burch, Naples Airport Authority





FLIGHT PROCEDURE DESIGN

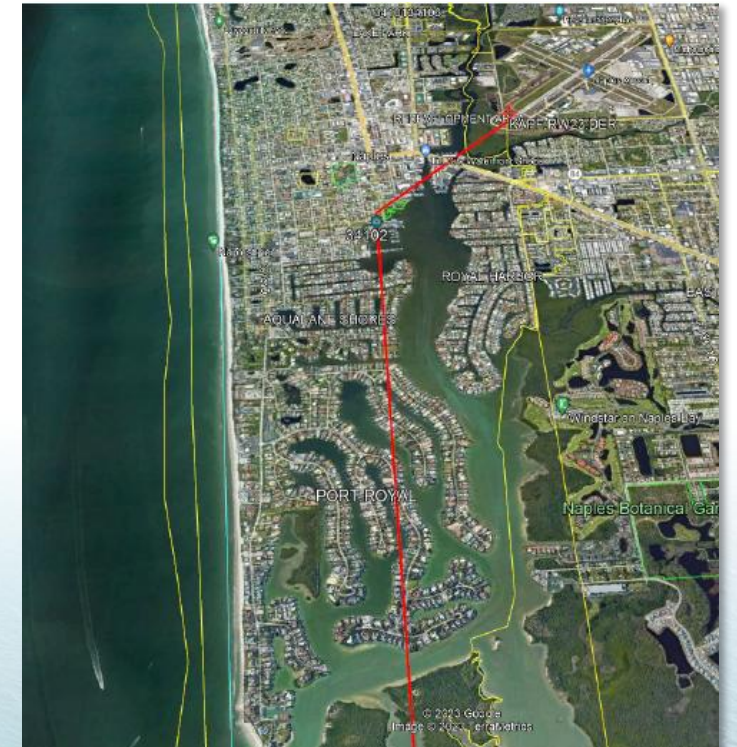
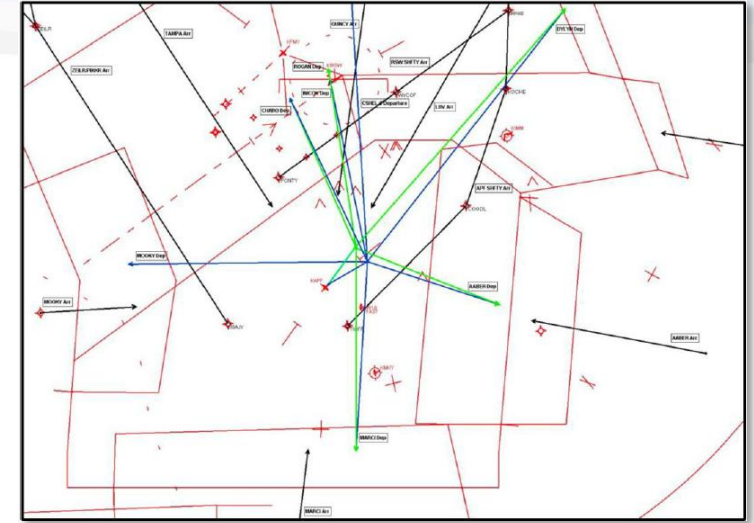
- Part 150 resulted in 7 noise abatement recommendations
- Implementation will require FAA approval
- FAA to design could be 5+ years
- NAA hired outside flight procedure design firm to evaluate and design procedures for submission to FAA
- NAA estimates this will reduce timeline to 2 – 2.5 years
- Estimated cost of \$1-2 million



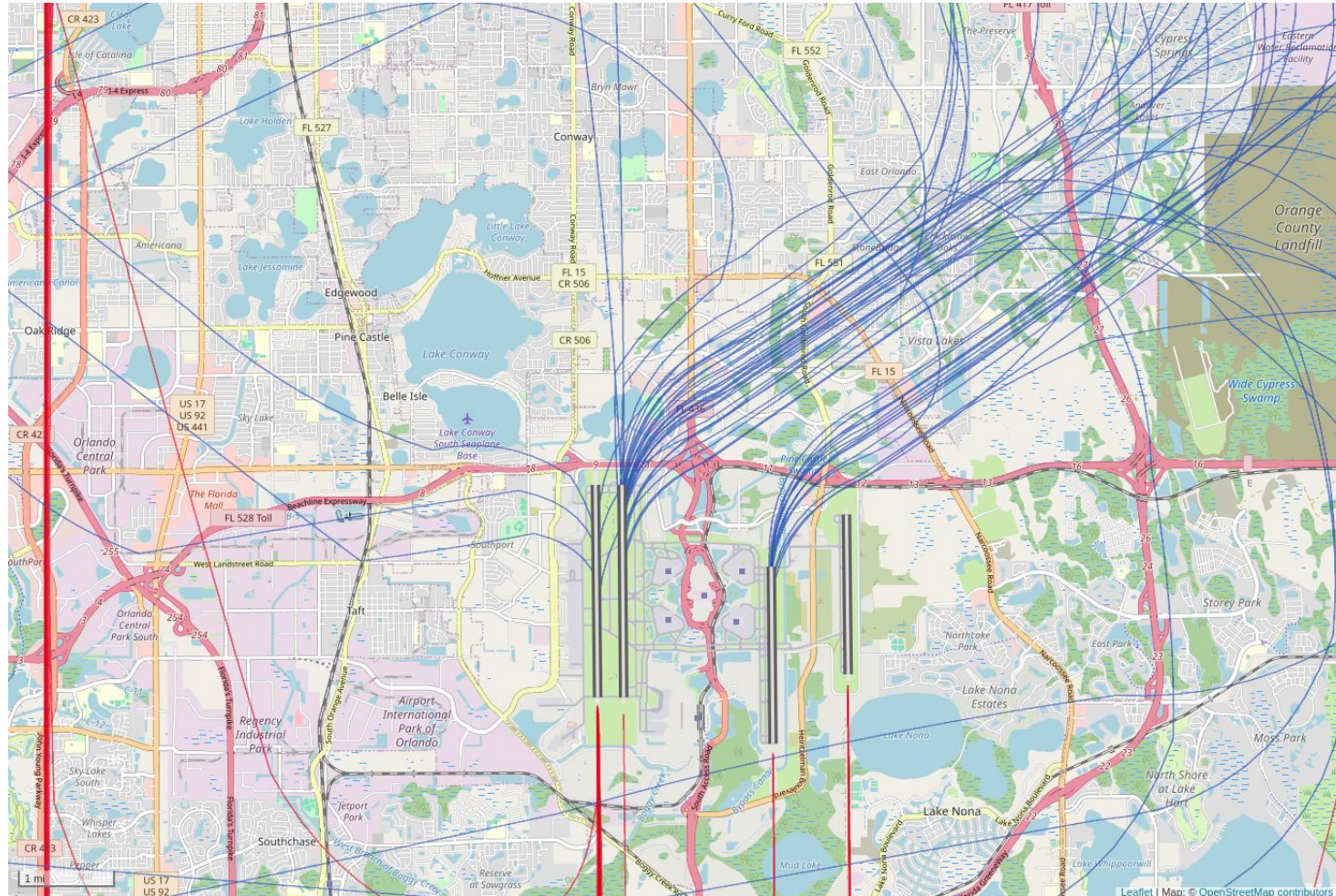


FLIGHT PROCEDURE DESIGN

- Design focuses on procedures identified in the Part 150:
 - Raising the 2000' departure hold
 - Optimized Profile Descents
 - Increased glide slope for arrivals
 - 2 different departure flight path changes
- Challenges include:
 - Conflicts with nearby airport procedures
 - FAA design standards
 - Surrounding residential development
 - Community disagreement on some procedures



MCO o60 Heading Noise Abatement Procedure



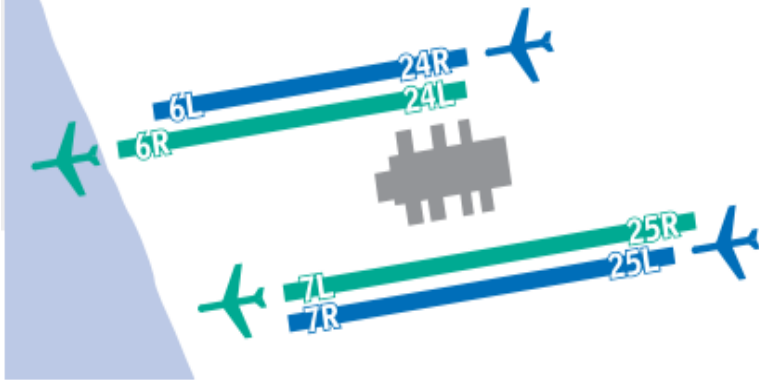
LAX Preferential Runway Use Program

Use Runways Further From Communities for Departures

During the daytime and evening hours between 7 a.m. and 10 p.m., LAX prefers that the outer runways (closer to neighboring communities) be reserved for arrivals, and that the inner runways (closer to the terminals) be used for departures, which are usually louder than arrivals. During the noise-sensitive hours between 10 p.m. and 7 a.m., FAA Air Traffic Control maximizes the use of the inner runways and taxiways for all operations to lessen community noise impacts. This is commonly referred to as *Preferential Runway Use Procedures*.

During the daytime and evening hours, the two "inner" runways are used for takeoffs and the two "outer" runways are used for landings to reduce noise impacts.

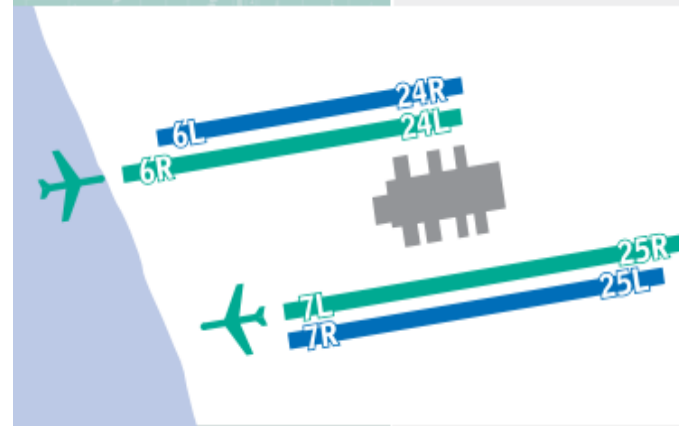
3



Keep Late Night/Early Morning Arrivals and Departures Over the Ocean

From midnight to 6:30 a.m., all aircraft arriving at LAX must approach from over the ocean, unless FAA Air Traffic Control determines that weather conditions are unsafe for such operations. This procedure, originally implemented in 1973, provides close-in communities to the east of the airport with some noise relief from arriving aircraft during the noise-sensitive early morning hours. This procedure is commonly referred to as *Over-Ocean Operation Procedures*.

Between midnight and 6:30 a.m., all aircraft land and take off over the ocean to keep air traffic away from communities directly east of LAX.



LAWA Program Examples (LAX, VNY)

- **Many of the LAWA programs predated Part 150**
 - Preferential Runway Use including Contra Flow at Night
 - Waivers for East Flow at LAX
 - Noise Abatement Flight Tracks (e.g. LAX Loop Departure)
- **Fly Quiet Programs include various procedures and/or address local concerns**
 - LAX Fly Quieter Program – rating includes airline fleet, actual noise level readings, compliance with informal noise abatement procedures, with bonus points for stakeholder engagement or noise reduction efforts
 - VNY includes compliance with formal restrictions, and informal noise abatement procedures
- **LAX/Community Noise Roundtable – Work Program**

Monitoring Program – Early Turns

Early Turns



An "early turn" occurs when an aircraft on a westerly departure from any of the four LAX runways initiates a turn prior to reaching the shoreline that results in the aircraft flying over the community to either the north or south of the airport.



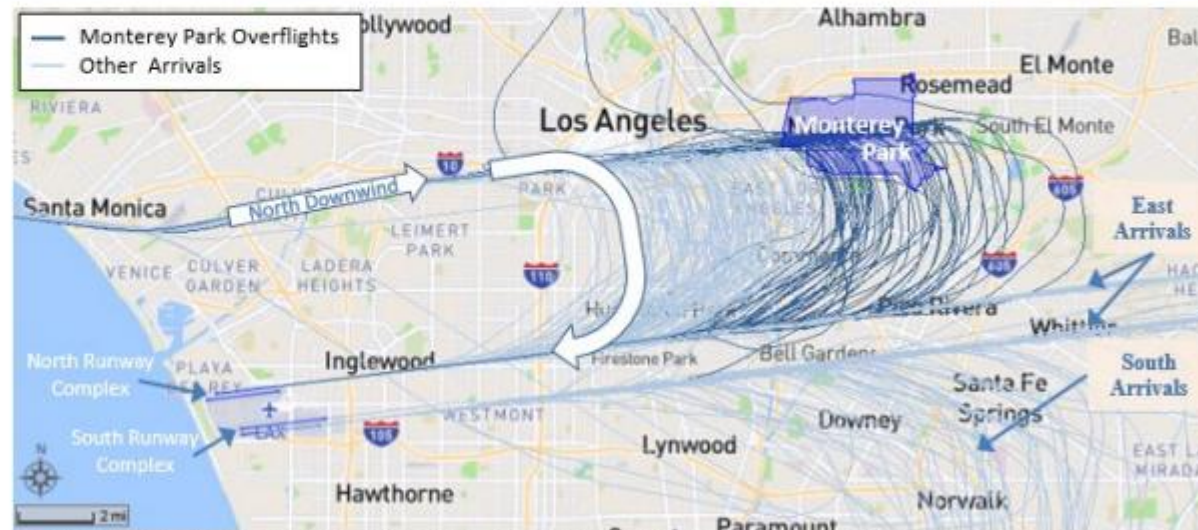
Monitoring Program

Extended Downwind Approach Procedure

Extended North Downwind Approaches



The graphs below show data related to aircraft on the extended north downwind arrival route that fly over Monterey Park.

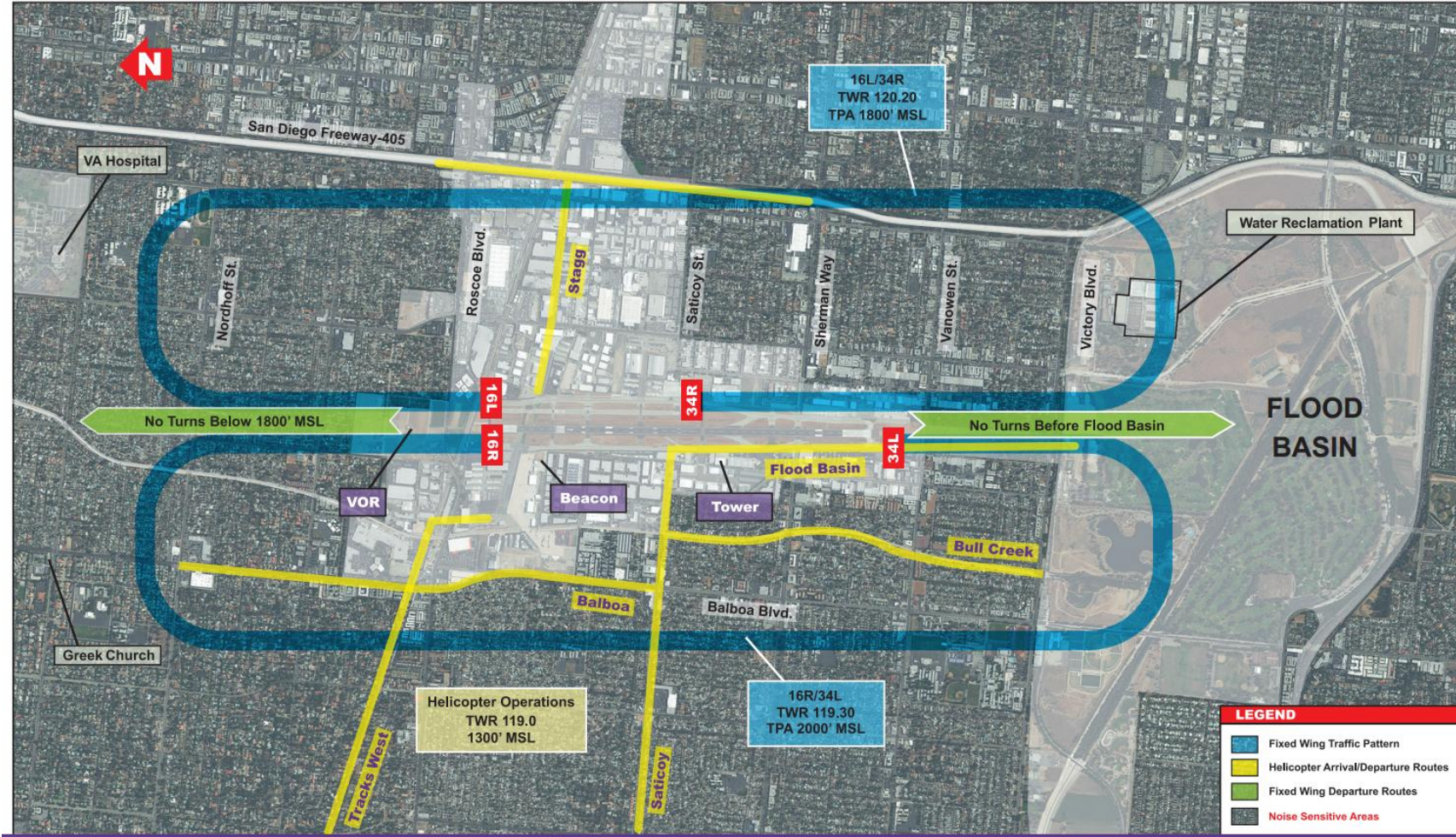


Monterey Park Overflights sample tracks for an 8-hour period (10am – 6pm). Flight tracks over Monterey Park are shown in darker blue and other arrivals in lighter blue.

VNY Preferred Routes Map



VNY AIRPORT



AIRPORT COOPERATIVE RESEARCH PROGRAM

ACRP SYNTHESIS 16: Compilation of Noise Programs in Areas Outside DNL 65

- For this ACRP synthesis, an online survey of airport staff was conducted regarding noise outside DNL 65.
- The survey was designed primarily to identify the reasons for addressing noise outside DNL 65, and the wide range of noise abatement, mitigation, and communication techniques used to address noise outside DNL 65 that extend beyond sound insulation.
- Of the 43 airports targeted, 35 responded for an 81% response rate, and represent a diverse sample of airports in terms of size and geography
- Of the 35 respondents, 7 were from California, 8 from Florida and the remaining 20 from throughout the country.



UL 94

- In June 2023 the NAA began offering UL 94 unleaded avgas
- Cost to NAA was significantly higher than traditional avgas
- NAA purchased special fuel truck
- Repurposed only avgas tank in fuel farm to store UL 94 in its place
- Numerous training and safety protocols put in place to prevent misfuelling



UL94 Service Request / Registration

Tail Number _____ Aircraft Make/Model _____ Arrival Date _____ Time _____
 94/135/Number Pax. _____ Contact Phone Number(s) _____ Depart Date _____ Time _____

Company/Customer _____
 Pilot Name (Captain) _____
 Address _____
 City _____ State _____ Zip _____
 Aircraft Location _____

PLEASE ENSURE YOUR AIRCRAFT IS TOWABLE

FUEL REQUEST Fueling Instructions _____
 Total Gallons _____ **APR OFF AIRCRAFT** _____
 Date To Be Fueled _____

OIL REQUEST Initial Location _____
 Oil Type _____ Total Quarts _____

TOWING HANGAR OVERNIGHT
 CIP GPU RAMP

CUSTOMS *After Hours - 2 Hour Minimum
 Clearing Fee \$ _____ Garbage \$ _____ *After Hours \$ _____

FUEL GRADE (UL94) IS SUITABLE FOR USE IN AIRCRAFT REFERRED ABOVE.
 WITH A PLACARD WHICH CLEARLY AND WITHOUT A DOUBT IDENTIFIES THE FUEL MARKED ON THE REFUELING EQUIPMENT.
 IN ACCORDANCE WITH INSTRUCTIONS ABOVE.

DR REPRESENTATIVE
 THIS INDICATES AUTHORITY FOR ABOVE SERVICES REQUESTED.
 SEE THE CREDIT CARD ISSUED FOR ALL SERVICES RENDERED.





UL 94 INCENTIVES

- NAA subsidizes the cost of UL 94 for tenants equal to cost of full-service avgas.
- Estimated NAA loss per gallon:
 - June 2023- \$5.65 / gallon
 - March 2025- \$1.71 / gallon
- NAA pays the \$100 cost of obtaining the required Supplemental Type Certificate (STC)
- NAA pays the \$150 cost of an A&P mechanic inspection
- Funding used for incentives- \$205,233
- UL 94 has replaced approximately 20% of avgas sales



MCO Community Outreach



MCO Community Outreach



Aviation Noise Abatement Committee

The **Aviation Noise Abatement Committee (ANAC)** has 10 voting members representing the Greater Orlando Area.

ANAC typically meets every 3 months (quarterly) at Orlando Executive Airport (ORL) Conference Room Konstan.

Members and the Noise Abatement Officer may be contacted via:

- Noise Office at: 407-825-2674
- Noise Hotline at: 407-825-2003



AIRPORT COOPERATIVE RESEARCH PROGRAM

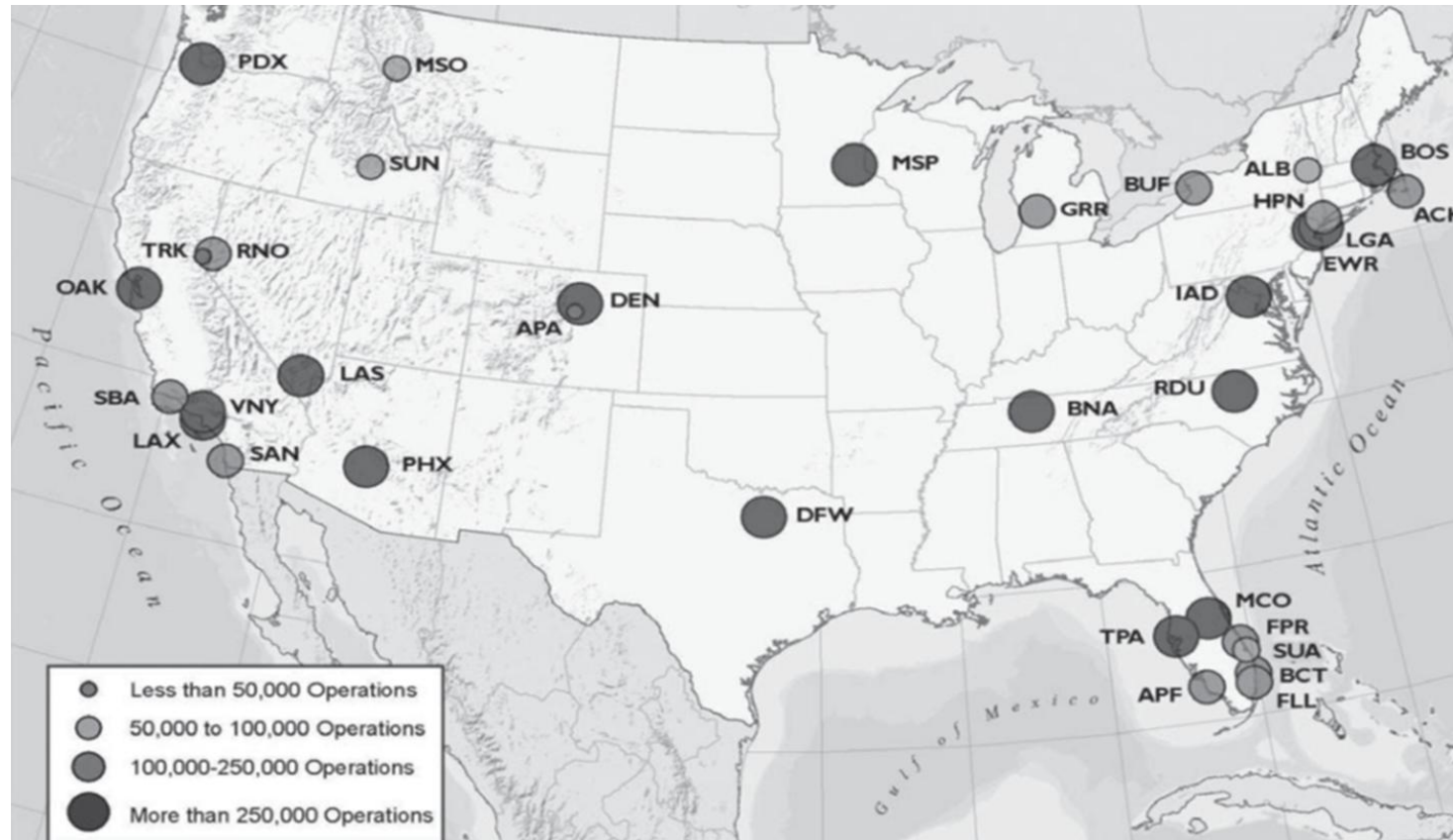
ACRP SYNTHESIS 16: Compilation of Noise Programs in Areas Outside DNL 65

Primary Findings:

- A majority of respondents (83%) indicated that noise issues outside DNL 65 were “important,” “very important,” or “critical” to their airport
- The most frequently listed method of minimizing noise outside DNL 65 was operator education and outreach (74% of respondents), followed by noise abatement flight tracks (69%), preferential runway use programs (66%), noise abatement departure or arrival procedures (60%), and ground noise control (51%)
- Eighty percent of respondents indicated that “community concerns” were the motivation for addressing noise outside DNL 65
- Almost three-quarters of respondents (74%) indicated that more than 75% of their airport's noise complaints come from people who live outside DNL 65
- The most common outreach tools to communicate with people exposed to noise outside DNL 65 are websites (74%), community meetings/forums (74%), online tracking (40%), and newsletters (40%)

AIRPORT COOPERATIVE RESEARCH PROGRAM

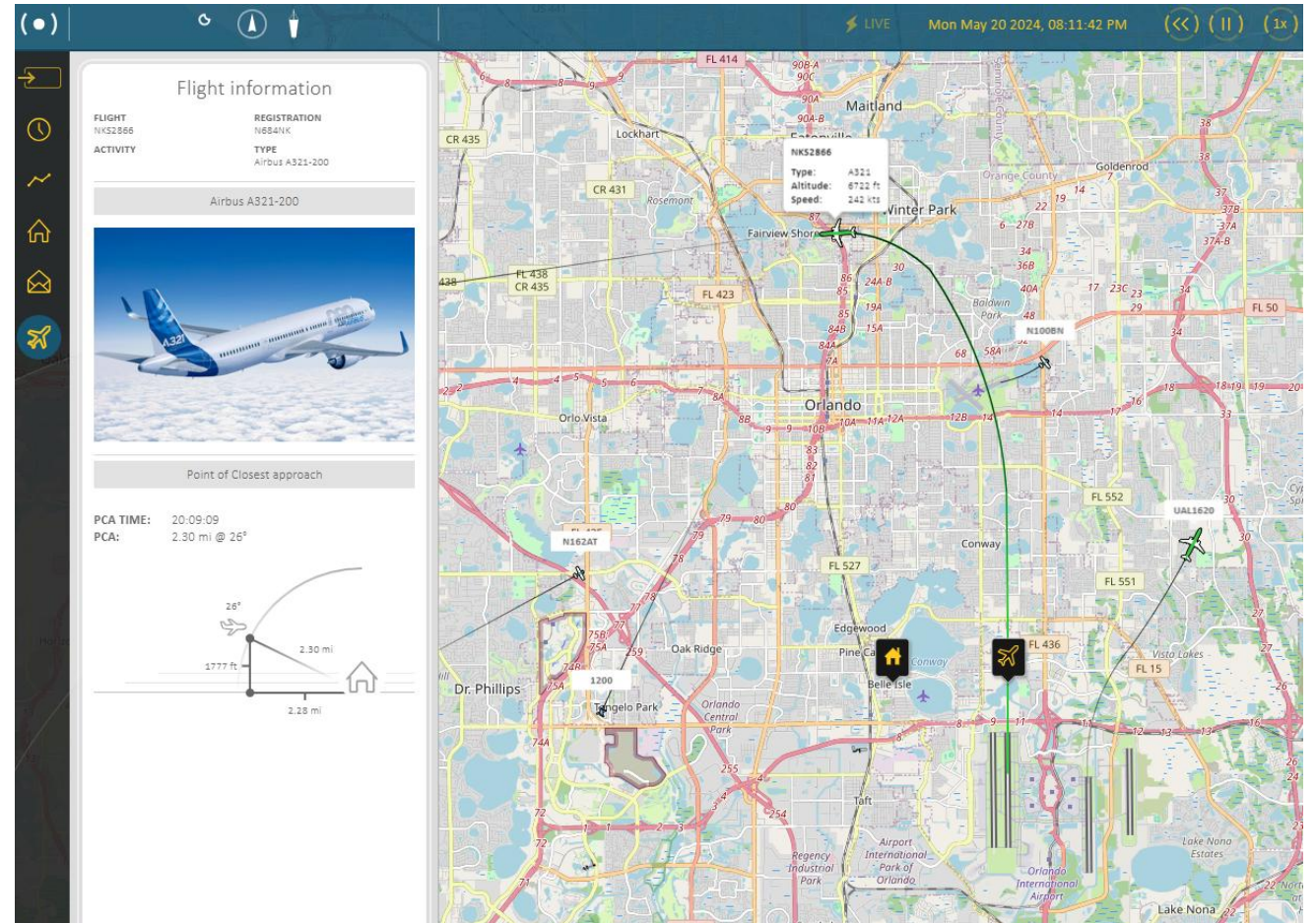
ACRP SYNTHESIS 16: Compilation of Noise Programs in Areas Outside DNL 65



LAWA Comment Response Efforts

- **How to address specific public comments/concerns (aka complaint response)**
 - Evolved over time and with increased volume
 - Individual letters or calls – largely became untenable
 - Goal to educate the public on normal operations, normal conditions that impact perception and/or actual noise levels, etc.
- **Developed Noise Portal for LAX and VNY**
 - Information specific to geographic locations well beyond DNL 65
 - Examples of typical or atypical operations that may occur
 - Professional vides explaining operations
 - Interactive reporting that includes Noise Comments, Operations, Aircraft Types, etc.

How To File A Noise Complaint



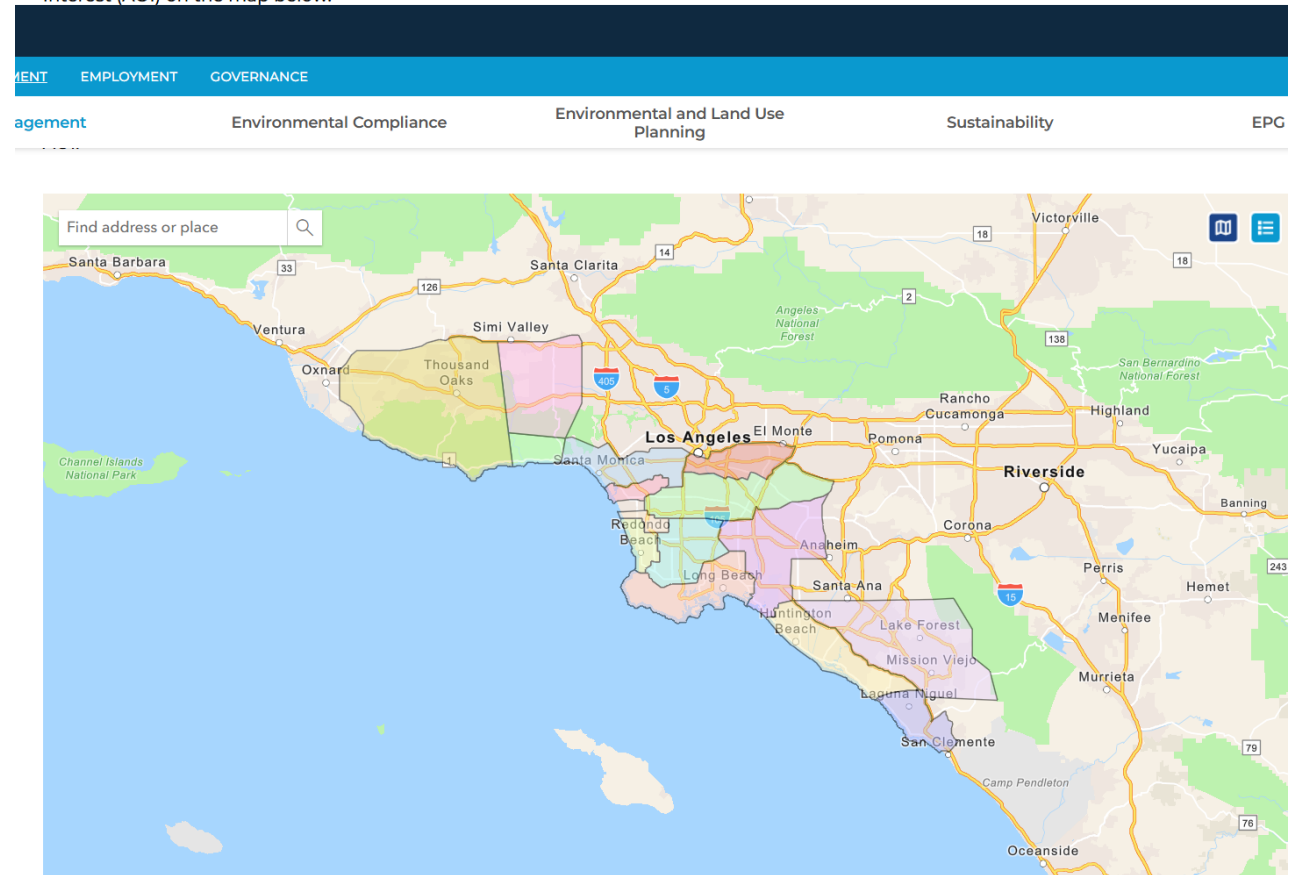
LAX Noise Portal DEMO



LAX Noise Portal

Welcome to the LAX Noise Portal, Los Angeles World Airports' interactive, neighborhood-focused web application designed to help you easily explore, learn, and gain insight into aircraft flight activities that may affect you and others in your community.

To access resources to help you easily identify common aircraft operations and noise affecting your community, tap or click on your Area of Interest (AOI) on the map below.





Naples Airport Noise Comment Submission

APF Compose

Zachary Burch - zburch@flynaples.com

Hi, Zachary

Disturbance date **Apr 28, 2025**

Disturbance time **11:56 AM**

Select Event Type (Optional)

0 Items

Please give details (Optional)

Would you like us to contact you? (Optional)

SUBMIT COMPLAINT

CLEAR CONTENT



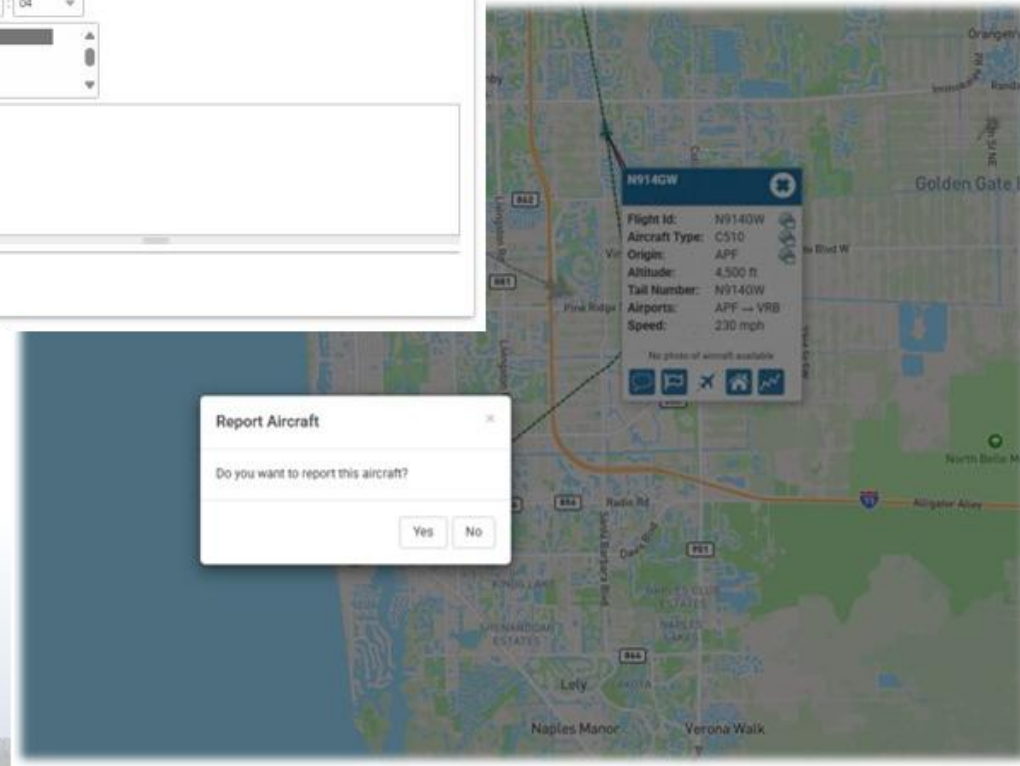
Log Out

Noise Comment Form

Personal details saved and hidden. [Reveal personal details.](#)

Disturbance date (required) 04-28-2025
Disturbance time (required) 11 AM : 59 : 04
Select Event Type (Optional)
Choose one or more...
Too Low
Too Loud
Too Frequent

Please give details (Optional)

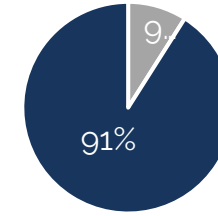




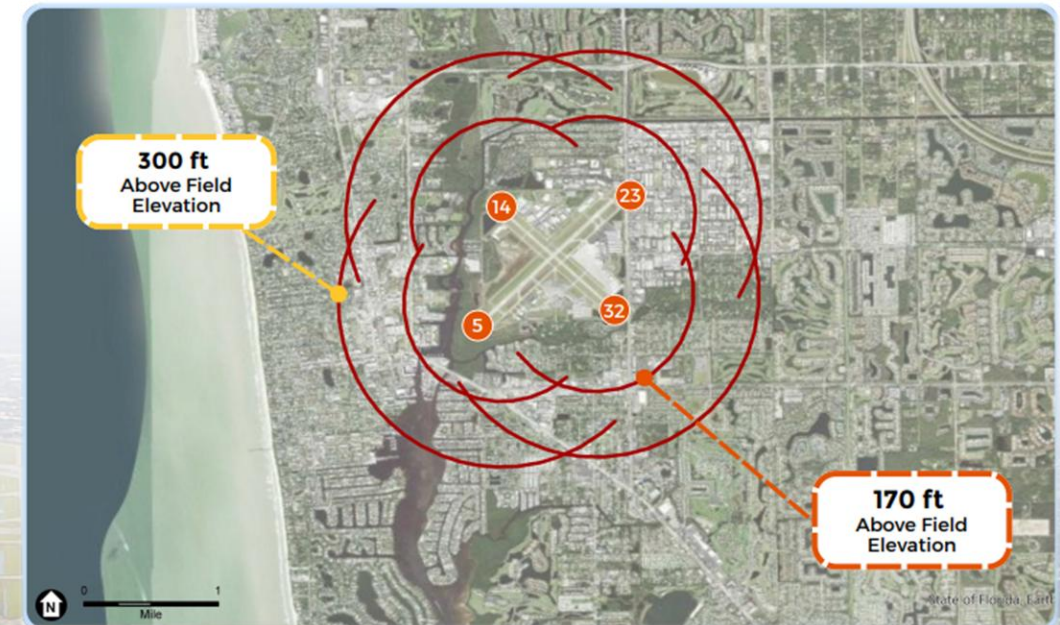
FSFQ LEADERBOARD

- In late 2023, the NAA created a new recognition program
- FSFQ Leaderboard program evaluates aircraft in 3 categories:
 - Arrival Altitude
 - Voluntary Curfew Compliance
 - Jet Noise Stage (jets only)
 - 1,000' Perimeter (pistons only)
- Operators are divided by aircraft category:
 - Jet (< and > 1%)
 - Turbo Prop
 - Piston

2022 Jet Fleet Certified Noise Stage



- Meets Stage 3 Only
- Would Meet Stage 4 or 5





FSFQ LEADERBOARD

- All A-rated operators will be listed on the Fly Safe Fly Quiet Leaderboard
- The top three operators in each will be recognized as the 1st, 2nd and 3rd place winners in each category
- Initial recognition is being done through public acknowledgement including social media, press release, and newspaper and industry publications
- Further incentives may be added in the future



CONGRATULATIONS TO THE 2025 FIRST QUARTER WINNERS OF THE

FLY SAFE FLY QUIET *Leaderboard*

Thank you to the following operators for demonstrating a commitment to being good neighbors and contributing to our community's quality of life!

JET (<1% of Jet Operations this Quarter)	PISTON
1 Red Wing Aeroplane LLC	1 Alpha Golf Aviation LLC
2 Innovative Aviation LLC	2 Buildup LLC
3 Alliance Aviation Group LLC	3 Paradise South Ventures LLC
JET (>1% of Jet Operations this Quarter)	TURBOPROP
1 Executive Jet Management <i>(A NetJets Company)</i>	1 Mooyah LLC
2 NetJets Aviation Inc.	2 Tradewind Aviation LLC
3 Exclusive Jets LLC	3 Le Loop LLC



QUIET HOURS 10 pm – 7 am

flynaples.com/FSFQ-leaderboard [NaplesAirport](#)

[NaplesAirportAPF](#) [NaplesAirportAuthority](#)



Scan for Leaderboard Details.



QUESTIONS?

FOLLOW US ON SOCIAL MEDIA

f @naplesairportapf
@esassoc
@flyMCO

ig @naplesairportapf
@esassoc
@flyMCO

in Naples Airport Authority
Environmental Science Associates
Orlando International Airport